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IS A DELIGHTFUL ADJUNCT TO
THE TOILET, AND ALSO SERVES A
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MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1545]

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"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies

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GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
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General Managers. [a3389]
Hongkong, 14th August, 1903.

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We are Sole Agents for the following—
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand and
for sale. Also a large assortment of SECOND-
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MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
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Everything in the trade always kept in
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AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO. [a154]
Hongkong, 3rd October, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY

DR. M. H. CHAUN.
27, DES VOGES ROAD CENTRAL HONGKONG.
From the University of Pennsylvania U.S.A.
Hongkong, 10th March, 1903. [a164]

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THE HONGKONG STEAM WATER-
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ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

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Manager,
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Hongkong, 13th June, 1903. [a3943]

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thereon known as "TONYHURST," formerly
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Premises let at \$40 a month, inclusive of taxes.
Area of lots about 30,000 Sq. feet.
Price \$7,000, of which \$4,000 to remain on
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Hongkong, 29th April, 1904. [a1141]

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Offers may be sent to—
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Care of Daily Press Office.
Hongkong, 22nd March, 1904. [a600]

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THE "NAGASAKI MEDICAL HALL"
and "AERATED WATER PLANT"
as a Going Concern.
Apply—
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Hongkong, 22nd April, 1904. [a1074]

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THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS.
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DATES, FIGS, RAISINS, ALMONDS and NUTS.
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CHEESE.
YORK HAM and BEST ENGLISH BACON. TOYS, TOYS.

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GOOD WORK, PROMPT RETURN.

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Hongkong, 21st December, 1903. [a38]

NEW STOCK
SUMMER UNDERWEAR

SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904. [a34a]

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ESTABLISHED IN LONDON IN 1816.

SHIPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
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Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
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THE ELITE OF WHISKY—
THE "PALL MALL,"
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11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste

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\$41.75 PER DOZ. QUARTS.

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AS CHEAP AS GAS!

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AQUARIUS SPARKLING MINERAL TABLE WATER
(made from Pure Treble Distilled Water).
AQUARIUS SILENT WATER.
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AQUARIUS BELFAST GINGER ALE.
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AQUARIUS LITHIA WATER.
AQUARIUS GINGER ALE.

THE AQUARIUS COMPANY.

GENERAL MANAGERS,

CALDBECK, MACGREGOR & CO.,

15, Queen's Road,
Hongkong, 16th May, 1904. [a35]

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GOOD WORKMANSHIP, UNDER
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Hongkong, 29th April, 1904. [a3338]

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COLLISIONS AND DAMAGES SURVEYED.

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CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

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Hongkong, 1st May, 1904.

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Elegantly Furnished Reading, Drawing
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Manager. [a48]

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Admirably Situated. Sheltered from the
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FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

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MANAGER.
Hongkong, 10th June 1903. [a1082]

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Excellent Cuisine and Wines.
Large and lofty Rooms Elegantly Furnished
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Special Rates for Tourists.
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Hongkong, 31st October, 1902. [a49]

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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address: "BOAVISTA."
For Terms, apply to
THE MANAGER
224 [a224]

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

WM. FARMER,

Proprietor.

[a607-1977]

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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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Only communications relating to the news columns should be addressed to the Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18TH MAY, 1904

THE disaster suffered by the Japanese near Tientsin on Saturday, as announced in our Kobe correspondent's telegram and confirmed by the Japanese Consul's despatch, is the severest blow to the Japanese fleet during more than three months of warfare. No damage has been inflicted by the Russians at all equivalent to the sinking of the *Miyako* while destroying Russian mines. Though the loss of life was little—the total casualties were eight—much sympathy will be felt with Japan on the sinking of a modern and rapid, if small, cruiser. The incident well illustrates the enduring menace of submarine mines, even when their position is more or less known, as must have been the case on Saturday; for the Japanese flotilla successfully found and destroyed five mines in all, though under the fire of a Russian battery. The catastrophe serves to remind us of what appears to be a grave danger to neutrals in northern waters. We are told that the Russians have evacuated Newchwang, taking away their guns, but leaving the mines in the Liao River. We have no indication whether the Japanese intend to occupy Newchwang or not. If they do, of course they will find it incumbent to explode the mines. But if they do not take the town, leaving it to revert to its proper position under Chinese control, we may well ask who is going to undertake the duty of rendering the river mouth safe for shipping. If this is not done, we shall see disasters overtaking merchantmen through touching hidden mines, and possibly serious loss of life and property. On land order will have to be maintained either by some of Viceroy YUAN SHI-KAI's troops, or possibly by

detachments from foreign warships. But that question is far more easily settled than that as to how to give trading vessels security against the mines abandoned by the Russians.

The general situation has been slowly but very markedly changing since the battle of the Yalu was fought. The exact point which the advancing Japanese have reached is not known at the present moment, but telegrams received in Shanghai last week indicated that the Russians expected the enemy near Haicheng very shortly, and indeed that their abandonment of Newchwang and its neighbourhood was prompted by the dread of being cut off. The two Japanese armies seem now to be acting in unison, the First pressing on from Feng-hwangcheng through the Motienting region, and the Second advancing up the Manchurian railway to Tashichiao, the junction of the lines to Port Arthur and Newchwang. The next battle may be expected to take place at Haicheng, unless a retreat to Liaoyang rather be thought advisable in view of the danger of an outflanking movement by the Japanese First Army. Further south there is no longer any doubt of the investment of Port Arthur being complete, and though the Russians have not yet admitted that the fleet there is actually "bottled up" it is to be noticed that not a sign of its existence has been given since the last Japanese attempt to close the harbour mouth. Admiral Togo reported last week that explosions were continually being heard from Port Arthur, from which it has been thought that the Russians are destroying the remains of their imprisoned fleet. As for Dalny, it is said to have been completely wrecked by the Russians, to prevent it being of use to Japan. If Port Arthur's fall becomes inevitable, the same policy will most likely be adopted by its desperate defenders, and the last trace of Russian occupation will then be removed from the Liaoning peninsula. Meanwhile, from the other side of the scene of war, on the eastern coast of Korea, all is curiously still. The Vladivostok squadron has retired from view to its base, and as to what the Japanese are doing or planning in the neighbourhood no news has come to hand for many days. The Western operations apparently engross all Japan's attention. We say "apparently," for the development of the Japanese scheme of war has been so skilfully secret that it would be most foolish to make any definite assertion as to where a blow will next be struck.

A full report of the discussion which took place yesterday in the Legislative Council on the second reading of the Opium Bill will appear to-morrow. A summarised report appears in another column.

The *Empress of Japan* on her last trip to Hongkong took on board at Nagasaki 1,235 tons of coal in four hours. It is explained, too, that though coaling commenced at 2 p.m., it was not until 2.30 that all the gangs were at work. At 6 p.m. precisely coaling was stopped and the steamer left half an hour later.

The *Times of Ceylon* states that Mr. H. C. Nicolle, Local Auditor here until a few months ago, is to be appointed Treasurer of Ceylon on the retirement of the Hon. H. Cameron, who goes on leave next month and retires three months later. If this be so, Mr. Nicolle's many Hongkong friends will congratulate him heartily while regretting his loss to the Colony.

When the C.P.R. steamer *Athenian*, en route for Vancouver, arrived in Kobe on the 13th inst. the medical inspection resulted in the discovery of a case of small-pox. The patient was a Chinaman. He was at once taken on shore, where he succumbed to the disease. The *Athenian* was disinfected and proceeded on her voyage on the evening of the 14th.

A Russian Imperial Commission, presided over by the famous international jurist M. F. F. Martens, is bringing to a close in the Ministry of Foreign Affairs its discussion with regard to the new regulations concerning prisoners of war. These regulations are based upon the resolutions arrived at at The Hague Conference, and they will replace the temporary regulations agreed upon in 1877.

Four more Chinese plague cases, two of them fatal, were reported up to noon yesterday. One sufferer was found wandering in Moon Street, No. 2 Health District. Apart from the 28 plague cases last week (26 fatal), the instances of communicable disease in the Colony were: Enteric fever 3 (1 European imported from Shanghai, 1 Japanese from Canton); small-pox 2 (Chinese, both fatal).

In the House of Commons on the 12th ult. the Hon. A. Lytton, in reply to Mr. Austin Taylor, who asked what was the total sum on which any commission was charged by the Crown Agents in 1903 and for the particulars of each colony, said that it had not been found possible to complete the compilation of the details, but the total receipts of the Crown Agents' Office from commissions, &c., amounted in the year 1903 to £46,783 12s.

Police Constable John Godfrey is about to leave for home on a pension. A presentation will be made to him at the Magistracy on Friday.

Mr. A. H. Hyland, Postmaster at Canton, who has been in the Imperial Chinese service for about twenty years, has had conferred upon him the Order of the Double Dragon.

Mr. H. W. Buckland, of the P. & O. Co., was married at Yokohama on the 4th inst., to Miss Catherine Page, one of Yokohama's most popular daughters, and a prominent figure in musical and social circles.

The Paris journal *La Liberté* states that at the request of the local Chamber of Commerce an official of the British Post Office was recently sent to Marseilles to inquire as to the desirability of making that port the port of call for the British Indian mail steamers. The official is said to have pronounced against the scheme, on the ground that the frequent strikes at Marseilles would imperil the regularity of the mail service.

The *Kobe Chronicle* rightly gives the following as "a glaring example of false economy." There are ninety pupils in one of the Primary Schools at Nagoya. The other day the teacher requested those who had come to school without breakfast to hold up their hands. To the teacher's amazement no fewer than forty out of ninety children made the declaration. The explanation is that the parents were "saving for the war fund."

Mr. Cheung Tsoi, Third Clerk at the Magistracy, has resigned his position. After many years' hard work he some time ago secured the position of Third Clerk, and from that he was transferred to the Land Court on a higher salary. Later, however, he went back to his old position, Third Clerk at the Magistracy. Yesterday Mr. Gompertz called the clerical staff, etc., into his room to wish Mr. Cheung Tsoi good-bye. Mr. Cheung had been 18 years in the Government service, but was leaving to take up a better position in a solicitor's office.

It appears that once before the late Russian painter, Vassili Verestchagin, drowned with the *Petropavlovsk*, very nearly came by his death on the water. For, in the earnest quest for artistic "copy," he was on board a gunboat which assisted in the crossing of the Danube at Simnitz by the Russians in 1877, as described by his friend Archibald Forbes. The same desire to see his subject at first hand sent him on board the *Petropavlovsk*. "My first desire is to paint the truth—to paint things as they strike me"—so said Verestchagin in a long interview once, adding that "war is stupid—a stupid sport. A battlefield is the stupidest place in the world."

Mr. Heinemann is bringing out this month a volume on Japan, written entirely by Japanese authorities. Baron Sannomiya, Head of the Imperial Household, will write on the Imperial Family; the Marquis Ito on the Constitution; Baron Kaneko Kentaro on the Parliamentary Life; Marquis Oyama, Chief of the General Staff, on the Army; Admiral Saito, Vice-Minister of Marine, on the Navy; Count Okuma on Education, and also Miss Shimoda, Head of the Peeress's School, Tokyo, on Women's Education; M. Sakatani, Vice-Minister of Finance, on Finance; M. Yamanoto, Governor of the Bank of Japan, on Banking; Baron Shibusawa, President of the United Chambers of Commerce, on Industries and Commerce; and so on. And there are beside to be chapters on Mining, Labour, Marine Enterprises, Railways, Post Office, Police, and the Press.

The recent disaster to an English submarine which was sunk by a "Castle" liner with the loss of the crew has naturally been the subject of much discussion among naval officers. Last month an American naval officer of the U. S. submarine boat *Porpoise* volunteered to be sent through the torpedo-tube of the submerged vessel to demonstrate that there is such an avenue of escape should she be disabled and at the bottom of the sea. Experiments tried some time ago with dogs seem to have demonstrated that escape can be made through the torpedo-tube. Commander Frank F. Fletcher, of the torpedo station at Rhode Island, believes that as the torpedo-tube is eighteen inches in diameter, and the average man only fourteen inches across the shoulders, a sailor could easily make his way through the tube and to the surface by his own buoyancy.

We received yesterday a visit from the Rev. Father F. R. Noval, of the Spanish Procuration, Hongkong, who asks us to point out, with reference to a statement quoted by us in our last issue from the *Giorale d'Italia*, that it is not true that the Dominican monks have to leave the Philippines "as the result of the agreement between the United States and the Holy See." There is no such agreement. There are still over 200 Dominican Fathers in the Philippines, they have still the College of S. Juan de Letran and the University of S. Thomas in Manila, and are founding two new colleges at Cagayan and Pangasinan. The Dominicans, it is true, will have a new institution in Japan—probably after the war—but not because of expulsion from the Philippines. With regard to the much-abused "Friars," it may be pointed out that the ex-Governor Taft's most noted utterances about them was as follows: "When I first went to the Philippines, I knew I was among a people almost entirely Catholic, and I quickly learned how much the Friars had done for the Filipinos. I have no hesitation in saying that the world is in these men's debt for Christianising and civilising those Malays, the only Malays ever converted to Christianity."

TELEGRAMS.

REUTER'S SERVICE.

THE WAR.—INVESTMENT OF PORT ARTHUR.

LONDON, 15th May.
The *Times* states that Russian despatches show the investment of Port Arthur has fairly begun.

JAPANESE CARE FOR THE WOUNDED.

LONDON, 15th May.
The Russian Red Cross Society has received a telegram from its principal representative in the Far East testifying to the Japanese care of the Russian wounded at the Yalu.

THE JAPANESE LOAN.

LONDON, 15th May.
The Japanese loan was covered five times in New York.

SALE OF GERMAN STEAMERS TO RUSSIA.

LONDON, 15th May.
The Hamburg-American Line have sold another steamer to Russia.

THE EXPEDITION TO TIBET.

LONDON, 15th May.
Reuter's correspondent at Gyantse wires on the 13th instant that the Lamas were preaching a "Holy War" against the British.

AUSTRO-HUNGARIAN BUDGET.

LONDON, 15th May.
The Budget for 1905 which has been submitted to the Austro-Hungarian delegations involves an exceptional military expenditure and an extraordinary credit for the Army of £3,500,000, including £2,000,000 for field-guns. The total required for the Navy is £5,000,000, extending over several years and including large extraordinary credits for arming ships in course of construction and for building torpedo-boats.

THE THEATRE ROYAL.

Last night the Dallas Company gave a second representation of *Rifly Gray* before a good audience, which showed evident appreciation of this addition to the Company's repertory of plays. To-night *Florencia* will be put on, the same play being repeated to-morrow, after which *Three Little Maids* and *A Chinese Honeymoon* will follow on Friday and Saturday nights respectively.

NAVAL NOTES.

NEW SHIPS FOR JAPAN.

The details are given of the two battleships placed by the Japanese Government with Messrs. Vickers-Maxim, Barrow, and Armstrong and Whitworth, Elswick. The ships will be 445 feet long or 30 feet longer than the longest British battleships. To facilitate easy docking, the breadth and draught have been limited to 78 and 26 feet respectively. The tonnage is to be 16,400, or the same as the British *King Edward* class. The gun power will in all respects be equal to the best of the British type, and the battery will be the most powerful yet devised. The ships will carry four 12-inch, four 10-inch, and five 6-inch guns. Their armour at the water line will be nine inches thick, with six-inch armour to the level of the deck. A new feature will be four-inch armour above the level of the upper deck, ensuring practically that no part of the upper works will be unprotected.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO"]

BUTCHERS ON STRIKE.

Some days ago all the butchers in Chinichow Prefecture went on strike, their grievance being a new tax. Merchants, traders, etc., fearing that they also would be likewise burdened, caused anonymous posters (saying that a heavy combination would with violence oppose the new tax) to be placarded liberally. A few days later, when the military and others went to the Confucius Temple to hold service, the increased populace surrounded the building, threatening to set fire to it. The Hoiyong District Magistrate thereupon sent out yamen-runners to make arrests. As the runners were helpless against the mob, who stoned them, the Taoist called out a company of soldiers to escort the officers from the temple to his yamen. The rioters then made an attack on the Butcher-tax Farmer's house, taking out his furniture and burning it. Officials became greatly excited as rumours were current to the effect that members of the Samlin Society were persuading the people to seize the city. Next day the gates were closed at 2 p.m.

The Taoist, after "hanging fire" a little longer, had to give way; he personally visited each street and asked the stockholders to resume business.

CHARGE AGAINST A MAGISTRATE.

Viceroy Shum is making a charge against Pui King Fook, the late Namhoi magistrate. He has engaged three Portuguese lawyers from Macao, who have secured three witnesses, clerks in the Namhoi Magistracy, for the prosecution.

EAST RIVER.

The Viceroy proposes to establish a Water Police Station on the East River, near Shek-lung. It is to be composed of two officers and 62 constables, etc. Boats, both large and small, will now have to be registered. \$480 paid monthly as a tax by four junks trading regularly between Canton and Shek-lung, towed by team-launches, is in part to defray expenses of the scheme.

WAR NOTES.

THE COST OF THE WAR.

The *Russkyi Viedomosti* has discussed the question of the cost of the war. Calculating the expenses on the basis of 3,000,000 roubles per day for the maintenance in Manchuria of an army of 300,000, the writer of the article estimates that the reserve in the Russian treasury will be sufficient to cover the expenditure for five months. If the war should last longer than this period the Minister of Finance would be obliged to suggest new taxation. The *Russ* states that the treasury has means for the maintenance of the war for six months, but in the opinion of the *Viedomosti* the economic situation brought about by the war is unfavourable.

RUSSIAN NAVAL RESERVE.

The following Russian Imperial order has been issued:—

"To the Imperial Senate:

"Having found it necessary to complete the quota of men in the sections of the fleet at present stationed in the ports of the Baltic and the Black Sea, we have, by our Imperial order given on this date, commanded the head of the Ministry of Marine to take immediately the necessary steps for this purpose. At the same time we order that the following shall be called out for active service:—(1) All officers of the naval reserve of whatever rank who have not been called out as yet; (2) those among the privates of the naval reserve who, according to the plan of mobilisation now in force, are on the registers of the following provinces:—Nijni Novgorod, Yaroslavl, Simbir, Saratoff, Samara, Astrakhan, Volga (with the exception of the districts of Yarensk and Ust Sysslek), S. Petersburg, Courland, Taurida, and Ekaterinoblast; (3) the privates in the army and navy reserves who are employed at a salary in the vessels of the Volunteer Fleet, the Russian Steamship and Trading Company, or in the harbour works and technical institutions of the Ministry of Marine in European Russia, with the exception of the port of Baku, those institutions, namely, which are named in the following orders of the Ministry of War:—1896, No. 263; 1897, Nos. 55 and 553, and in the list confirmed by us on December 20, 1897. All persons called out under this category are to retain the posts they at present occupy in the naval service. The Senate will not delay in making the necessary arrangements for the execution of this order.

Signed by the hand of his Imperial Majesty, Nicholas."

WHAT RUSSIA OUGHT TO HAVE DONE.

The S. Petersburg correspondent of the *Petit Parisien* has interviewed Admiral Rojestvensky, the chief of the Russian Naval General Staff. The Admiral declared that it was not certain that the Baltic squadron would leave for the Far East in July. It could not be stated definitely whether the Russians would have need of the Baltic squadron. Admiral Rojestvensky said that Admiral Togo remained faithful to his original plan of attack. Admiral Makarov, during the Japanese disembarkation, was practically a prisoner by the force of circumstances not of his own creation. He was immobilised at Port Arthur. At the outset of the war they should have replied to the Japanese attack with a counter attack, which might have sacrificed the fleet, but which would have reached the heart of Japan's power. The Japanese had had no material loss.

BRITISH HELP FOR JAPANESE WIDOWS.

So spontaneous has been the response to the appeal of the Japanese ladies in London on behalf of the widows and orphans of their compatriots who fall in the war with Russia that the Japanese Consul-General in London was able to forward to his Government last month a first instalment of the total sum subscribed. The amount forwarded totals to no less than £12,070 18s. 8d., of which £118 6s. 5d. goes to the Red Cross Society of Japan by special request of the donors, while the remainder will be immediately applied to those cases in the present war which call for immediate relief. Out of courtesy to the donors there have also been forwarded to Tokyo all the names of the subscribers with the individual amounts, a list of which in itself forms quite a bulky volume, in view of the fact that the donations include the humble shilling from the British working-men as well as the banknotes and cheques of those in more affluent circumstances.

HERO-WORSHIP AT ODESSA.

When the survivors of the Russian cruiser *Varyag* reached Odessa they were received with tremendous enthusiasm by the people, and the Mayor, with the time-honoured ceremony, offered bread and salt to the senior officers. After the official reception the officers were surrounded by a crowd of well-dressed women, who insisted upon kissing each of them over and over again. What the officers thought of being bombarded in this pleasant fashion is not recorded.

A RUSSIAN PROTEST.

According to a S. Petersburg despatch Russia has made strong representations to China on the subject of Japanese military instructors in the service of China and Japanese officers with General Ma's army, demanding that the Chinese Government shall issue orders for their dismissal. Russia regards their continued presence with the Chinese as a most serious threat to herself, and has pointed out that without the consent of the Peking Government the Japanese officers with General Ma, who is now north of the Great Wall, will easily obtain a dominant influence over the Chinese troops, and will use them, if the Japanese operations demand, to create a diversion in General Kuropatkin's rear—possibly cutting his communications. If General Kuropatkin is compelled in time of stress to meet a sudden and unexpected attack from this quarter, he might be greatly embarrassed. Of course, the Peking Government would disavow any complicity, but the harm would have been done. Russia considers the

immediate removal of Japanese influence from the Chinese Army to be imperative. While not specifically stated, it is understood that China's failure to comply with the Russian demands would be considered a violation of Chinese neutrality. This is believed to be a true account of the situation. It is stated that General Kuropatkin is disposing 20,000 men, whose they are available for use, in the direction of the Chinese frontier, but no confirmation of this report is obtainable.

WHEN RUSSIA WINS.

We learn from independent sources, says the *London & China Express*, that the knowledge possessed by the average well-informed and educated Russian as to the position and general strength of Japan is not only very meagre, but is frequently an altogether failing quantity. Many of the official and educated classes believed at the outbreak of war that the navy of Japan merely consisted of junks and such class vessels, and the opening events at Port Arthur were something more than a revelation. We much fear that it was the influence of such uninformed persons, assisted by some who should have known, that brought about the rupture. Those who knew in high places were against the war, if report speaks truly—men like Kuropatkin, Witte, and Lamsdorf. But it was those who did not know Japan, the few who did, but who could not be persuaded that Japan was in earnest, or that she would not bow to what they considered the inevitable, as in 1895, that are responsible for the present hostilities in the Far East. As the Russians believe that their ultimate success is certain, it is interesting to know what popular opinion will be demanded as the price for the conflict. Corea, of course, goes, but China is to be made to pay the main cost, as no indemnity can be got out of Japan. The solid compensation would be the annexation of North China, bringing with it the abolition of the treaty rights of the maritime Powers, and giving Russia the right to levy heavy import duties. The trading nations will certainly trust that this prospect is remote, and not to be realised.

SUPREME COURT.

Tuesday, 17th May.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

LAND COURT APPEAL CASE.

Mr. M. W. Slade, barrister-at-law (instructed by Mr. J. Scott Harston, of Messrs. Erwins & Harston, solicitors), appeared in support of a motion for leave to appeal to the Full Court against a decision of the Land Court in respect to certain foreshore land near Laichikok, in the New Territory. The Crown was represented by the Attorney-General, Hon. Sir Henry S. Berkeley (instructed by Mr. F. B. L. Bowley, Crown Solicitor).

Mr. Slade stated that the appellant was Tang Tsa U, 54, Hollywood Road, and the land concerned was Claim C.A. Survey District No. 4. It was an appeal against a judgment of the President of the Land Court, dated 13th February, 1904, a decree that on 20th August, 1906, the grants to the appellant herein became voidable and might have been cancelled by the Chinese Government at any time by the non-fulfilment of the terms on which they were issued; and that the Government of Hongkong had the right to cancel the said grants by reason of having succeeded to the rights of the Government of China on 1st July, 1898, on the ground that the said portion of the said judgment was erroneous both in fact and in law, and on the ground that the evidence of the witness Lau Chi Peng was improperly admitted.

Having heard counsel, His Lordship, without indicating any opinion as to whether or no the President of the Land Court was wrong upon any of the points mentioned by counsel, gave the appellant leave to appeal to the Full Court, subject to his giving security to the satisfaction of the Registrar to the amount of \$2,500 for costs, in the terms of his motion paper, provided such appeal be brought within three months.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERGENT SMITH (PUNISH JUDGE).

ALLEGED BREACH OF CONTRACT.

Ho Chan Tong, carrying on business as the Shing Kee firm of Chantuan, near the boundary of the New Territory on the Chinese side, and presently residing at 94, Bonham Strand East, sued Cheung San, master of the junk *Tsun Hing* (239), also of Chantuan, for \$332 damages in respect of breach of contract to deliver certain goods shipped from Chantuan on board defendant's junk to the Ko Wa Lung Kee firm, 94, Bonham Strand East. Mr. E. A. Bonner, of Messrs. Denny and Bowley, solicitors, appeared for the plaintiff, and Mr. G. K. Hall Brulton, solicitor, for the defendant.

Mr. Bonner stated that upon 25th March the plaintiff shipped 60 bundles of Chinese paper consigned to the Ko Wa Lung Kee of Hongkong. He was a merchant who frequently had goods consigned to him which he sent to various firms in Hongkong, and he had to pay duty to the Chinese Customs. The consignees, the Ko Wa Lung Kee, had previously traded as the Ko Wa; it was in March that they changed their style. The goods were shipped on board defendant's junk, but were not delivered to the Ko Wa Lung Kee. The owner of the junk brought back a receipt purporting to be chopped by the firm.

After hearing witnesses, His Lordship non-suited the plaintiff with costs on the ground that he was not the proper party to bring this action, he not being owner of the goods but simply having been employed to forward them.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber.

Present:—His Excellency the OFFICER ADMINISTERING THE GOVERNMENT, F. H. MAY, C.M.G.

Hon. A. M. THOMPSON (Colonial Secretary).

Hon. Sir H. S. BAKER (Attorney-General).

Hon. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. A. W. BREWIN (Registrar-General).

Hon. Captain L. A. W. BARNES-LAWRENCE (R.N. (Harbour Master)).

Hon. P. H. JONES (Director of Public Works).

Hon. Sir C. P. CHATER, C.M.G.

Hon. Dr. Ho Kai, C.M.G.

Hon. W. A. YUK.

Hon. W. J. GIBSON.

Mr. S. B. C. ROSS (Clerk of Council).

NEW MEMBER.

Mr. W. J. GIBSON took the oath and assumed his seat as a member of Council in succession to Mr. C. W. DICKSON.

FINANCIAL.

The COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 27 to 29) and moved that they be referred to the Finance Committee.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 6) and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

PAPERS.

The COLONIAL SECRETARY laid on the table the reports for 1903 of the Harbour Master, the Government Bacteriologist, on the Post Office, and on the Po Leung Kuk.

QUESTIONS.

Hon. Mr. POLLOCK put the following question:—

1. Is the Government satisfied that the present means for extinguishing fires in the City of Victoria during the dry season are sufficient? If not, does the Government propose to take any and, if so, what steps, and when, to remedy the deficiency or deficiencies?

2. Has the Government considered the question of the advisability of adopting a special service for extinguishing fires by pumping up sea-water from the harbour by means of special pumping-stations on the Praya into special fire water mains? Does the Government propose to take any measures of that or a similar character? Is it not the fact that the Government Fire Engine has proved, during this present dry season, to be of insufficient strength to pump up sea-water to Jervoi Street, or Lyndhurst Terrace, and has repeatedly burst in so doing?

3. Is the Government satisfied that the present means for extinguishing fires in the Kowloon Peninsula during the dry season are sufficient? If not, does the Government propose to take any and, if so, what steps, and when, to remedy the deficiency or deficiencies?

4. Is there only one Fire Engine in the Kowloon Peninsula in the service of the Colonial Government, and from what source or sources would such Fire Engine be supplied with water during the dry season in the event of a fire occurring during the dry season at too great a distance from the sea for salt water to be available for extinguishing purposes? How many members are there in the Kowloon Fire Brigade?

5. Will the Government provide more seats for the use of the public on the Kennedy Road, Bowen Road, Magazine Gap Road, and Barker Road?

6. Will the Government state what would be—

(a) The capital cost of erecting lamp-posts, with the necessary gas-burners and appliances and connections with the gas-main at the following places at the Peak, namely:—

(i) On the slope up to Plunkett's Gap, near the approach to the Commodore's Bungalow;

(ii) At the junction of Chamberlain Road with the Mount Kellet Road;

(iii) At the Plantation Road Gap, near the entrance to Brockhurst?

(b) The estimated annual expenditure for the gas required to keep such lamp-posts lighted at night?

ANSWERS.

The COLONIAL SECRETARY replied as follows:—

1. Pending the construction of the rider main system under which there should always be water in the mains available for all fires even when water is cut off from houses, the means is considered reasonably sufficient. On the occurrence of fire during the intermittent supply water is always turned on in the mains and is available at adequate pressure or the average 15 minutes after the alarm of fire is given. There are also three steam fire engines for use in Victoria and vicinity, and during the intermittent water supply the Victoria side of the Harbour. The engines used by the Fire Brigade are quite efficient and have not in any way deteriorated through age. They deliver about 300 gallons of water a minute and will stand a pressure of 125 lbs to the square inch. Government does not at present propose to take any steps to increase its fire extinguishing apparatus. To do so would prove expensive and later on unnecessary.

2. This question has been considered by the Government. The scheme has not been adopted, as it has been ascertained that it would cost nearly as much as increasing the rain-water reservoirs. The hose is strong enough to pump water to much greater heights than those mentioned in the question. It is regularly tested and unsound lengths periodically replaced. The

hose has burst on very few occasions only. Such accidents occur at times in all Fire Brigades.

3. The Government is not absolutely satisfied with the present means of extinguishing fires in Kowloon during the dry season. The completion of the new Kowloon water-works will however give water at pressure in the main available by fire hydrants as in Victoria. It is hoped that the new water-works will be in working order in about 18 months. Government does not for the reason stated in Answer 1 intend to take any immediate steps.

4. There is only one Government fire engine in the Kowloon Peninsula. It is stationed at Yau-mai. The floating engine is kept at Tsim-sha-tui except in times of an intermittent water supply, when it is kept on the Victoria side. The sea is the only source of water supply for fire extinguishing purposes in Kowloon at present. In cases of fire in the neighbourhood of the sea, the floating and Yau-mai engines would both pump from the sea direct to the fire. In cases of fires at a distance from the sea the floating engine would feed a portable dam from the sea and the land engine would pump from the dam to the fire. 1,800 feet of hose is kept at Yau-mai with the engine, and the floating engine carries also over 1,500 feet, in addition to over 1,700 feet of large 4 in. hose. This is considered ample to reach any house in Kowloon, as it is estimated that no house in Old Kowloon is situated at more than 3,800 feet from the sea. There are eight members of the Brigade permanently stationed at Kowloon; 3 Europeans at Tsim-sha-tui and 3 Europeans and 3 Chinese at Yau-mai. Temporary reinforcements are sent from Victoria as required.

5. The Director of Public Works has been instructed to provide a reasonable number of additional seats as far as the funds available will permit.

6. The three lamps complete at the sites named would cost \$200.

The cost of lighting and maintenance would be \$240 per annum. The Government is considering the question of erecting lamps at the places indicated.

THE OPIUM BILL.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to amend the Prepared Opium Ordinance, 1891.

The introduction of this Ordinance, he said, was necessary for the protection of the Opium Farmer from illicit sales of opium, the difficulty having arisen as to the construction to be put upon the words "prepared opium" and "preparation of opium" that occurred in the present Ordinance. Persons had been importing into this Colony opium pills and wine, and a prosecution by the Opium Farmer at the Magistracy had failed because the Magistrate held that these pills and wine did not come within the definition of "prepared opium" and "preparation of opium," it not being proved that they had been subjected to any degree of heat in their preparation. The Opium Farmer paid over \$2,000,000 for his monopoly, and he was within his rights in asking the Government to protect him from these illicit dealers.

The COLONIAL SECRETARY seconded.

Hon. Dr. Ho Kai spoke at length in opposition to the Bill, contending that it was contrary to the principles of justice, as it was taking away from these dealers their businesses which had been carried on for years.

Hon. Mr. POLLOCK rose to oppose the Bill.

His EXCELLENCY pointed out that two petitions against this Bill had been received through Mr. Pollock. He would be very glad to know if the hon. member in the exercise of his profession had drawn these petitions, had been paid for drawing them, and was to be remunerated for advocating their prayer before the Council.

Hon. Mr. POLLOCK replied that he had drawn up the petitions professionally, but said that the other question was hardly proper and was certainly not necessary. He had no intention of accepting remuneration for appearing in that Council and laying any views before the members.

His EXCELLENCY thanked Mr. Pollock for his answers. He had put the questions simply for the purpose of finding out the hon. member's position.

Hon. Mr. POLLOCK addressed the Council at length in opposition to the Bill and appealed to His Excellency to allow the Official Members to vote as they pleased.

Hon. Mr. Stewart supported the Bill.

His EXCELLENCY also spoke, justifying the Government in their action.

On a division the second reading was carried by 9 to 4, the minority being Messrs. Pollock, Ho Kai, and Wei Yuk.

The Council adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Council, the Colonial Secretary (Hon. A. M. Thompson) presiding.

The following votes were passed:—

COTTON-GROWING IN THE NEW TERRITORY.

The Officer Administering the Government recommended the Council to vote a sum of \$200 in aid of the vote Botanical and Afforestation Department, under Other Charges, for preliminary experiments in cotton-growing in the New Territories.

REARRESTMENT OF LOTS.

The Officer Administering the Government recommended the Council to vote a sum of \$34,700 in aid of the vote Public Works, Extraordinary, for readjustment of Kowloon Marine Lots 44-46 and Kowloon Inland Lots 887-897, Taikeksui.

TREE-PLANTING.

The Officer Administering the Government recommended the Council to vote a sum of \$1,500 in aid of the vote Botanical and Afforestation Department, Other Charges, for tree-planting.

This was all the business.

POLICE COURT.

Tuesday, 17th May.

BEFORE MR. H. J. GOMPERTZ.
(ACTING POLICE MAGISTRATE.)

THIEF UNDER THE BED.

A boy in the Hongkong Hotel went into the bedroom of Mr. Albert Ellis, a guest, and pocketed rings, a watch and chain, and various other articles of jewelry—the lot valuing some \$214.

Hearing footsteps along the passage the thief crawled under the bed, but, unfortunately, left his foot protruding from under the quilt. He was hauled from his hiding-place by the log. On arrival at the Police Station defendant was recognised as a man who had returned from banishment. He was sentenced to 12 months' imprisonment for that offence, and six months' imprisonment for the offence of the Hongkong Hotel for the theft.

Prisoner said he would rather die than "lose face" by being exhibited as a felon, but he was "stocked" all the same.

ANOTHER BAD LOT.

Another youth, 19 years of age, banished on the 27th ult., also turned up where he was not wanted. He has to undergo 12 months' imprisonment and six hours' stocks.

OTHER CASES.

For illegal possession of coal a Chinaman was fined \$30, with the alternative of two months' imprisonment. He will have six hours' stocks in lieu of \$1 or one day.

A Chinaman who stole a watch and chain was sentenced to 15 days' imprisonment; six hours' stocks in lieu of one day.

Turf-cutting at Yau-mai, without a permit from the P.W.D., cost a Chinaman \$50, or a month's gaol.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

GAMBLING.

Twenty-seven ricksha-coolies were charged with having a quiet little game—*fa-tan* or some other game of that sort. The first defendant was fined \$100 or three months; Nos. 2 to 25, \$3 or ten days, and the last two were discharged.

MARINE COURT.

Tuesday, 17th May.

(BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).)

THE H.M.S. "HART" COLLISION.

Kwok Liu Shing, master of the steam-launch *Lai Wo*, was charged with failing to observe the rule of the road, thereby occasioning a collision with H.M.S. *Hart*.

Sab-Lieut. Gardiner, R.N.R., serving on H.M.S. *Hart*, in giving evidence said that at about 2.30 p.m. on the 16th inst. he was on the bridge of the *Hart*, the second vessel of a line of three torpedo-destroyers. Coming into the harbour from west to east he observed a steam-launch on the port bow crossing from port to starboard at about right-angles to the *Hart's* course. The *Hart* was kept on her course until they saw that a collision was inevitable, when the engines were put to full speed astern. The launch struck the *Hart* on the port bow, about 30 feet from the stem. He did not see the launch until she was some 300 yards off, as she was obscured by Messrs. Butterfield and Swire's ship *Shansa*.

During the time the launch was in sight she held her course and never attempted to give way. The fore part of the launch was very crowded with passengers, and an awning as well made it impossible for him to see if anyone was at the wheel.

No whistles were blown by either vessel. He did not think it necessary to use a whistle, as he was right in keeping to his course. The *Hart* was steaming rather less than 12 knots, the full speed being 20 knots. There was no regulation in force for their ships to reduce their speed in the harbour. The destroyer has been considerably damaged. A collision-mat was promptly put over the hole made. They did not know at the time that there had been any loss of life. After clearing the *Hart* steamed to her buoy.

Lam Kwong, sailor on board the *Lai Wo*, said he was on deck at the time. He observed the destroyer [witness explained with models] on the starboard bow. He was standing on the starboard side of the launch and heard the coxswain give orders to slow down, the destroyer then being about 70 yards away.

The master of the launch, in giving evidence, said that when he collided he heard that someone had fallen overboard, and ordered a life-buoy to be thrown overboard. He remained about ten minutes before proceeding, and without seeing anything of the body.

After further evidence the case was remanded for three days in order to obtain more evidence, and for the recovery, if possible, of the body.

I have been something like a "boom" of late in the banana as a food product. Banana flour, the use of which has been vigorously recommended by vegetarian enthusiasts, has now been followed by "banana coffee." This latest imitation of coffee is made of dried Mexican and South American bananas, the process of preparation being similar to that of the coffee bean. In flavor it has little resemblance to coffee, and although it is being promoted in the United States by a stock company, no trade effect whatever need be anticipated.

MAGNIVEN & CAMERON'S "J" PENS, are by special device in manufacture the smoothest and most quill-like J pens to be obtained anywhere. Black J. Gilt J. Big J. In 6d. and 1s. boxes at all Stationers. WATERLOO WORKS, EDINBURGH. [402-4]

CHINESE LABOUR FOR SOUTH AFRICA.

Mr. Edmund Cousins, in the course of a letter to the *Times*, says, that in common with nearly all old China hands, he finds it difficult to account for the attitude prevailing in many quarters towards the question of indentured Chinese labour for South Africa. He states in the course of his letter:—

As regards this Chinese labour question I am forced to the conclusion that party capital is the mainspring of the recent agitation. I am not a party politician; on the contrary, I value truth and honesty in public as in private affairs, and I do not doubt that if the facts are clearly understood much of the honest opposition to Chinese labour will disappear. To begin with, I presume my countrymen are aware that since 1842 with China to compel her to open her country to our missionaries and our trade. What we claim from the Chinaman we cannot refuse to him. There is therefore no logical possibility of excluding a Chinaman from these islands or from a British Crown Colony. If, therefore, unindented Chinese went to the Transvaal, we could not, in common decency, interfere with them so long as they obeyed the laws. In forcing ourselves on the unwilling Chinese for the past sixty years we have cut the ground of legitimate objection from under our feet. This point, which appears to me to dispose of the argument as to displacing white labour, does not appear to be fully recognised. I do not hesitate to say that the moral and material condition of those Chinese who accept service in South Africa will be immeasurably raised as the result. An absurd impression appears to exist that to work under contract lowers the dignity of the worker and savours of slavery. If this is so thousands of slaves leave these shores every year; for the English commercial houses in India and China and the Colonies are manned by young clerks sent out under a three or five years' agreement far less favourable to the worker than the Chinese indenture. A condition which seems to exercise the imagination of many orators is the "compound," or "cage," in which the Chinaman is supposed to be imprisoned. The term "treaty port" is to be seen any day now in the newspapers. Is it realised, I wonder, that the treaty port is the compound, or "cage," in which the British trader is confined in China? It is so in fact. The treaty port of Tientsin, in which I resided for many years, covered not less than 50 acres. Side by side with a certain amount of opinion which is honestly hostile, I cannot help thinking that there is in some quarters an unworthy desire that the Transvaal may not be prosperously developed. It may be a measure of the resentment felt at the sobriquet, "Little Englanders," but, at any rate, there would seem to be a desire to justify the prognostications of calamity for the Transvaal. This anxiety to say, "I told you so," and a root and branch dislike of the mining industry appear to stand in the way of impartial judgment on this Chinese labour question. That mine-owners will be incidentally enriched appears to be no argument against the proposal, and the prosperity of the mining industry in the Transvaal is of more concern to the nation than the fulfilment of the prophecies of even the most eminent politicians.

SHIPPING NOTES.

WEATHER.

Good weather prevails. The *Foyle*, from Moji, experienced fine weather. Arrivals from Shanghai also report fine weather—N.E. wind. The *China*, from Saigon, reports a fair passage.

STEAMERS.

Preparations are being made to refloat the *Goya Maru*, sunk by the Russians in four fathoms at Genzan.

The N.P. steamers *Victoria*, *Tacoma*, and *Olympia*, purchased by the Eastern Siberia Company, nominally for the Alaska trade, are believed to have been bought to carry supplies to the Russian army in Eastern Siberia.

The Russian steamer *Diapir*, formerly the *Alexander Michailowitch*, which was to be used as a hospital ship, was run into by another steamer and sunk at Port Arthur.

The steamer *Silka*, carrying coal from Dalny, which the Russians appear to have abandoned, to Port Arthur, struck a mine outside the harbour and sank.

The British steamer *Fonar*, 3,075 tons, has been bought by Mr. Ozaki, of Tokyo, and renamed the *Choyo Maru*.

A steamer of 219 tons, the *Haginoura Maru*, woodbuilt, belonging to Mr. Hori of Choshi, was fired upon and sunk by the Russians on the 2nd inst. near Genzan.

It appears that the *Shio* liner *Monmouthshire*, which left Yokohama for Karatsu on the 29th ult., was ashore going dead slow in thick weather in the Bungo Channel and had a very narrow escape of total destruction. She steamed first to Moji and then to Kobe, where she has been docked, and her repairs will occupy two to three months.

The blocking steamers sunk at Port Arthur are the following, all belonging to the N.Y.K.:—*Asagao Maru*, 2,464 tons; *Tokomi Maru*, 1,553; *Sakura Maru*, 2,978; *Kokura Maru*, 2,586; *Otsuma Maru*, 2,548; *Sagami Maru*, 1,926; *Nagato Maru*, 1,884; and the two following supposed to have belonged to the O.S.K.:—*Aikoku Maru*, 1,773 tons; and *Fusan Maru*, 2,501.

MISCELLANEOUS.

The P. & O. s.s. *Tientsin* arrived from Bombay yesterday with general cargo and 1,041 tons of coal. The s.s. *Foyle* arrived with 3,500 tons of Moil coal for the Mitsui Bussan Kaisha yesterday. She had also 350 tons of general.

The *Marvora*, from Cardiff yesterday, has 8,077 tons of coal aboard.

The *Laertes* arrived from Saigon yesterday with 23.0 tons of rice for Chinese.

The *Sonda*, from Cardiff, for orders, has 2,952 tons of coal on board.

The *Phraung*, from Bangkok yesterday, has 2,000 tons of rice for Messrs. Butterfield and Swire.

The *Keang Wai*, from Bangkok yesterday, brought 1,900 tons of rice and 104 tons of timber to Messrs. Butterfield and Swire.

The *China*, from Saigon, brought 1,600 tons of rice and 210 tons of general for The 1st Asiatic Trading Co.

The *Heathford* arrived from Moji yesterday with 5,800 tons of coal for Messrs. Bradley & Co.

STEAMER MOVEMENTS.

The American mail ex *Gaelic* will come forward per *Empress of China* from Japan, due Hongkong on the 25th inst.

The C.P.E. steamer *Empress of Japan* arrived at Nagasaki at 8 a.m. on Monday, the 13th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 10 p.m. on Tuesday, the 17th inst.

The A.L. steamer *Vindolona* left Singapore for this port on the 16th inst.

The A.L. steamer *Marquis Baguheim* left Shanghai for this port on the 17th inst.

KODAKS! KODAKS!! KODAKS!!!

PHOTOGRAPHS OF EVERY DESCRIPTION.

We have an Establishment solely devoted to DEVELOPING AND PRINTING

or Amateurs, where we turn out work with promptness.

LONG, HING & CO.,
17A, QUEEN'S ROAD CENTRAL
(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

EGYPT AND MOROCCO.

The text of the Anglo-French Convention is published in full by several of the Paris newspapers. The declaration concerning Egypt and Morocco, which is of international importance, runs as follows:—

Article I.—The British Government declares it has no intention of changing the political conditions of Egypt. On its side the Government of the French Republic declares it will not interfere with the action of England in that country, and that a treaty should be fixed for the British occupation or in any other manner, and it gives its adhesion to a project of the Khedivial decree which is annexed to the present arrangement, and which contains guarantees considered necessary for safeguarding the interests of the holders of the Egyptian debt, but on the condition that after being put into action no modifications can be introduced without the assent of the signatory Powers of the Convention of 1889. It is agreed that the present direction of activities in Egypt shall continue to be as in the past, confined to French schools in Egypt will continue to enjoy the same liberty as in the past.

Article II.—The Government of the French Republic declares that it has no intention of changing the political state of Morocco. On its side the British Government recognises that it appertains to France, more especially as being the Power in contiguity with Morocco, to control the peace of that country, and to lend its assistance in all administrative, economical, financial, and military reforms, and the British Government declares that it will not interfere with the action of France in this regard, provided that this action will leave intact the rights of which, in virtue of treaties, conventions, and usages, Great Britain enjoys in Morocco, including the right of coasting between the Moroccan ports of which English vessels have had the benefit since 1901.

Article III.—The British Government on its side respects the rights which, in virtue of treaties, conventions, and usages, France enjoys in Egypt, including the right of coasting accorded to French vessels between Egyptian ports.

Article IV.—The two Governments equally attached to the principle of commercial liberty, both in Egypt and in Morocco, declare that they will not lend themselves to any inequality either in the establishment of Customs' rights or other taxes, or in the establishment of tariffs for transport on the railways. The commerce of both nations, Morocco and Egypt, will enjoy the same treatment for transport in French and British possessions in Africa. An agreement between the two Governments will regulate the conditions of transport and the points of entry. This mutual agreement is valid for a period of thirty years. In default of an express renunciation made one year at least in advance, this period will be prolonged for successive periods of five years. The French and British Governments agree that the authority of the States over the routes, railways, ports, &c., in Egypt shall remain entire.

Article V.—The British Government declares that it will use its influence in such a manner that the French officials at present in the Egyptian service shall not be placed under less advantageous conditions than those afforded to British officials in the same service. The French Government, on its side, will not make any objection to a similar condition of things being made regarding British officials at present in the Moroccan service.

Article VI.—In order to assure the free passage of the Suez Canal the British Governments declare its adhesion to the stipulations of the treaty of 1888.

Article VII.—In order to insure the free passage of the Straits of Gibraltar, both Governments agree not to allow fortifications of any strategic works to be erected on that part of the Moorish coast between Melilla and Ceuta exclusively. Nevertheless, this arrangement does not apply to the point now occupied by Spain on the Moorish shore of the Mediterranean.

Article VIII.—The two Governments, animated by their sincerely friendly sentiments for Spain, take into particular consideration the interests she possesses owing to her geographical position and to her territorial possessions on the Moorish bank of the Mediterranean; in regard to which the French Government will make some arrangements with the Spanish Government.

The agreement which may be reached on this subject between France and Spain will be communicated to the Government of his Britannic Majesty.

Article IX.—The two Governments agree to lend each other the support of their diplomacy for the execution of the clauses of the present declaration relative to Egypt and Morocco.

INFLUENCE OF KINGS.

The Tsar would be only too pleased to cultivate more friendly relations with England, and is well supported in this endeavour by King Edward, who has a great personal influence on his Imperial nephew. Indeed, the political activity of the King of England is far more wide-spread and authoritative than people on the Continent are inclined to believe. But despite this unanimous striving of both Sovereigns not to allow the political relations of their respective countries to be brought to a crisis, there is no denying that the antagonism of interests between the two Empires is strongly felt. Even in absolutist Russia, the political instincts of the non-official masses are, we must never forget, sometimes a powerful factor and may, under certain conditions, prove stronger than the will of the Tsar.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 17th at 11.59 a.m. the barometer has risen slightly in NE. Japan and fallen at all other stations.

The northern depression has moved into the Yellow Sea, westward of Kiusiu, and the Southern depression would appear to become deeper.

Gradients are slight on the China Coast, and light variable winds will prevail in the Forams Channel; over the China Sea they are more marked owing to the low pressure in the Philippines and moderate NE. winds will be met with in the northern part of the China Sea.

Forecast.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEAS

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 6th Ed.

P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

JUST UNPACKED.

CHUTNEY! CHUTNEY! CHUTNEY!!!

ABSOLUTELY the Best, from the well-known Chutney Makers in India, Messrs. Sreenivasan Dutt & Co., such as Major Greys, Bengal Club, Cashmere, Mango Sweet Sheds and others.

Quality will speak for itself.

H. RUTTONJEE,
No. 5, D'Aguiar Street,
Hongkong, 18th May, 1904. [1271]

BANK HOLIDAYS.

THE Exchange Banks will be CLOSED for the Transaction of Public Business on 23rd and 24th inst., "WHIT MONDAY" and "VICTORIA DAY" respectively.

Hongkong, 18th May, 1904. [1272]

THE HONGKONG FROZEN FOOD SUPPLY.

Depot No. 3, Ice House Street.
Telephone Number 343.

FRESH Supply of FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s s.s. "CHANGSHA" including Mutton, Lamb, Pork, Spiced Beef, Rabbit, Milk (Concentrated) Splendid Fresh Butter (30 cents per lb.), Cheese, Ham, and Bacon (Prima Smoked).

Special Breakfast Delicacies:—
Pork Sausages, 52 cents per lb.
Fritz Sausages, 60 cents each.

Send to Depot for Price List.

Pass Books will be supplied to and monthly credit accounts kept with well-known residents.

LAU KUE TONG,
Manager.
Hongkong, 18th May, 1904. [1273]

AN APPRAAL.

THE SISTERS who direct St. Antonio's Convent at Macao will be very thankful to Shopkeepers, Linen-drillers, Clothiers and Tailors in Hongkong, Macao, and elsewhere who will send them remnants of material, books of patterns no longer used, and any pieces of cloth, no matter how small, of which they cannot make use.

Those who send will thus, at no cost to themselves, afford the numerous hands in the convent, especially the little ones, opportunity for useful occupation; for pieces of cloth, even of a square inch, can be stitched together and very pretty pieces of work made out of cloth that would otherwise be thrown away. These articles are bought by charitable persons, and the Sisters are thus helped to keep up their very large establishment, which is maintained by the earnings of the girls themselves, who lead by no means an idle life within the convent walls.

Hongkong, 18th May, 1904. [1274]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
Captain Hodgkin, will be despatched for the above ports on FRIDAY, the 20th inst., at 11 a.m.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 17th May, 1904. [1269]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship

"VINDOBONA,"
Captain Cobel, will leave for the above places on WEDNESDAY, the 19th inst., at Noon.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 18th May, 1904. [1275]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"

Captain Webster, will be despatched as above on or about the 11th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th May, 1904. [1275]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"TIENTSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 17th May, 1904. [1276]

NEW ADVERTISEMENT

HAMBURG-AMERIKA LINE.

FOR SHANGHAI, CHINKIANG AND WUHU.

(Taking Cargo at through rates to Tientsin).

THE Steamship

"KOWLOON,"

Captain C. Stehr, will be despatched for the above ports on SATURDAY, the 21st inst., at 3 p.m.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 17th May, 1904. [1270]

ENTERTAINMENT

THEATRE ROYAL.

THE HENRY DALLAS

MUSICAL COMEDY CO.

RETURN SEASON

TO-NIGHT (WEDNESDAY), MAY 18,

AND

TO-MORROW (THURSDAY), MAY 19,

"FLORODORA."

FRIDAY, MAY 20,

"THREE LITTLE MAIDS."

SATURDAY, MAY 21,

"A CHINESE HONEYMOON."

PRICES AS USUAL.

PLAN AT THE

ROBINSON PIANO CO., LD.

Late Tram after each Performance.

Hongkong, 16th May, 1904. [1207]

PUBLIC COMPANY

THE PUNJON MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the

SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the

above Company will be held at the OFFICE of the Company, 13, Beaconsfield Arcade, on

WEDNESDAY, the 25th May, 1904, at 11 a.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1903, the election of Directors and Auditor, and to consider the future financial arrangements for carrying on the Company.

By Order of the Board of Directors.
A. R. LOWE,
Acting Secretary.
Hongkong, 14th May, 1904. [1244]

WANTED.

ENGLISHMAN requires position, Hongkong or Outports; able to introduce

Business. Good references. Write—
"MERCANTILE,"
Care of Daily Press Office.
Hongkong, 17th May, 1904. [1261]

WANTED.

A BOY able to read English fluently for one or two hours every morning.

Apply in Writing—
"L,"
Care of Daily Press Office.
Hongkong, 11th May, 1904. [1230]

SITUATION WANTED.

AN English Speaking Chinese Gentleman is willing to accompany European or American Tourists in China or elsewhere as private SECRETARY and INTERPRETER at moderate terms. Best references.

Apply to—
"F. K.,"
Care of Daily Press Office.
Hongkong, 16th May, 1904. [1250]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, E. R.

Care of Office of this Paper.
Hongkong, 16th May, 1903. [1276]

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 21st March, 1903. 95

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS, No. 43.

NOTICE IS HEREBY GIVEN that the

Masts of the Wreck of a Sunken Junk off CUPCHI POINT, referred to in Local Notice to Mariners No. 42 on the 22nd April last, have been removed.

There is 14 fathoms at low water spring tides over the wreck.

A. HOLZ,
Harbour Master.Approved:
FRANK SMITH,
Acting Commissioner of Customs.
Custom House,
Swatow, 13th May, 1904. [1263]

CALL AT OUR STORE.

AT 14, BEAUCONSFIELD ARCADE.

WHERE you will find for sale at moderate prices, GOOD AMERICAN

NOVELS, CIGARS, CIGARETTES, and TOBACCOES, POST CARDS of the Russo-Japanese War, OLD POSTAGE STAMPS.

SAYCE & CO.
Hongkong, 12th May, 1904. [1236]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road

Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

TO-DAY (WEDNESDAY),

the 18th May, 1904, at 11.30 a.m., at their New Godowns To-Kwa-Wan, Kowloon

Marine Lot No. 72,

Certain Machinery and Furnishings Salvaged from the s.s. "KINGSLEY,"

Comprising:—
One DONKEY BOILER (complete), One STEAM STEERING GEAR (complete), One HAND DIPTO, One ENGINE ROOM TELEGRAPH (complete), One SET TRIPLE EXPANSION SURFACE CONDENSING

ENGINES with all necessary connections, ELECTRIC PLANT with ASSORTED LAMPS and SWITCHES, &c., &c., &c.

Full Catalogues may be had from the undersigned.

The "KINGSLEY" being practically a new steamer the attention of SHIP BUILDERS is drawn to these Salvages as being in better order than is usually the case.

A STEAM LAUNCH will leave BLAKE PIER at 11 a.m. on day of Sale to convey intending purchasers.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd May, 1904. [1164]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (THURSDAY),

the 19th May, 1904, at 10.30 a.m., at Messrs. DODWELL & CO., LD., GODOWNS, WANCHAI,

A GREAT ASSORTMENT OF STORES, Comprising:—
PAINTS, ROPE, PACKING, ENGINE AND DECK STORES, STERILISED BEDS AND FURNITURE, COFFEE, IRON, ELECTRIC LAMPS and GLOBES, LIFF, RAFTS, BOAT COMPASS, LIFE BELTS, 120 SOUNDING MACHINE TUBES (Sir Wm. Thomson's Patent), &c., &c., &c.Also
A Great Quantity of CROCKERY, GLASS and ELECTRO-PLATED WARE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th May, 1904. [1258]

PUBLIC AUCTION

OF

VALUABLE HOUSEHOLD FURNITURE.

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY and SATURDAY,

the 20th and 21st May, 1904, commencing each day at 2.30 p.m., at No. 52, HOLLYWOOD ROAD, known as

THE WHOLE OF THE

VALUABLE HOUSEHOLD FURNITURE,

(mostly of Martinbark and Hall and Holtz makes),

Comprising:—
Very Fine CASTON BLACKWOOD TABLE, COUCH, CHAIRS, STOOLS, &c., SADDLE-BACK and PLUSH COVERED SOFAS and ARMCHAIRS, VELVET and PLUSH COVERED EASY CHAIRS, FINE STEEL ENGRAVINGS, OIL PAINTINGS and WATER COLOURS, WHITE LACE CURTAINS, VELVET PILE CARPETS (almost New) and RUGS, VASES and ORNAMENTS, &c., &c.;
Handsomely-carved TEAK SIDEBOARD, OVERMANTELS and DINING TABLE, CONSOLE GLASS, MOROCCO COVERED CHAIRS, OCCASIONAL TABLES, GLASS and CUTLERY and VELVET PILE STAIR and HALL CARPETS (almost New), &c., &c., &c.;
Also
TAK WARDROBES, with GLASS DOORS; MARBLE-TOP BUREAUX, with BEVELLED MIRRORS; MARBLE-TOP WASHSTANDS, FINELY-CARVED TEAK BEDSTEADS, PLUSH-CARVED BEDROOM SUITES, &c., &c., &c.;
Also
TWO COTTAGE PIANOS by Rachals (in Good Condition).
On View from Thursday, the 19th May. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 14th May, 1904. [1248]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. & B.C. Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 53 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATEM'S SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

FULL line of samples may be seen at 53, Des Vieux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

Barcelona and Manila.
Hongkong, 20th April, 1904. [1054]

NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE.

THE OFFICES of the above Steamship Company have this Day been REMOVED to ALEXANDRA BUILDINGS, 3rd FLOOR.

Hongkong, 23rd April, 1904. [1138]

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK, LD. (Proprietors of David Store & Co.) have REMOVED to ALEXANDRA BUILDINGS (3rd FLOOR).

W. D. GRAHAM, Manager.
Hongkong, 5th April, 1904. [1157]

NOTICE OF REMOVAL.

DR. KEW, BROTHERS & CO. have this Day REMOVED their Dental Surgery to ALEXANDRA BUILDINGS, 3rd FLOOR.

Hongkong, 2nd May, 1904. [1158]

INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [129]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.
Hongkong, 23rd September, 1903. [207]

NORTH BRITISH AND MERCANTILE TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

RESERVED CAPITAL... 2,740,000 0 0

PAID-UP CAPITAL... 887,500 0 0

II. FIRE FUNDS... 2,887,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 18th June, 1903. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.,
Hongkong, 28th April, 1904. [1121]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO.,
Hongkong, 26th November, 1903. [12130]

NOTICES OF FIRMS

CANADIAN PACIFIC RAILWAY CO.

NOTICE.

FROM this date and during my Absence from Hongkong, Mr. D. W. GRADDOCK will be in charge of this Company's Business.

D. E. BROWN,
General Agent.
Hongkong, 11th May, 1904. [1237]

REVOCATION OF POWER OF ATTORNEY.

THE CHINAMAN GAN KANG SIOE, Trader of Samarang (Java) has revoked all Powers of Attorney given to KUNG TJONG DJEANG (also written KANG TJONG DJANG, LEANG or KANG TJONG CHEANG) of Amoy, carrying on Business under the Style or "HANG KEE HONG," especially the power of attorney given to him by deed dated 6 December, 1902, passed before the temporary acting notary at Samarang, J. H. A. van Barenveld.

J. G. L. HOUTHUYSEN,
Notary Public at Samarang.
Hongkong, 3rd May, 1904. [1172]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS and CROCKERY

WARE, &c., &c., and FOCHOW

LAQUEURED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [31]

MAIL TABLES

FOR

1904.

Mounted on Card... 30 cents

Paper... 20 cents

On Sale at the Daily Press Office.

Hongkong, 5th March, 1904.

BANKS

INTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits, Gold \$7,992,173.37—about £1,640,000.

INTIMATIONS

THE
ROBINSON
PIANO Co. LD.

INVITE INSPECTION OF SOME

SPECIALLY FINE

SAMPLES OF

UPRIGHT PIANOS

BY

RACHALS.

STUART. & C.

AND

BABY
GRANDS

BY WINKELMANN

(ESTAB. 1837)

THEY ARE ONLY 5 FEET LONG.

OCCUPYING THE SPACE OF A

COTTAGE, BUT WITH THE FINE

APPEARANCE AND TONE OF A

FULL GRAND.

Hongkong, 13th May, 1904.

THE
JOB PRINTING
DEPARTMENT
OF THE
"HONGKONG DAILY PRESS"IS REPLETE WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,CIRCULARS,
VISITING CARDS,

AND

COMMERCIAL
PRINTINGTURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.BOOK BINDING.
MACHINE RULING,

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.LAW WORK,
LEDGERS AND ACCOUNT
BOOKSA SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

MANILA.

[FROM OUR CORRESPONDENT.]
Manila, P.I., 11th May.
THE COMING REVENUE LAW.

What the ultimate form of the proposed new revenue law will be when it comes up for passage it is hard to conjecture, but that there will be some modifications it is safe to assume in view of the strong protests that have been entered from every interested quarter. Nevertheless the Insular Government has undoubtedly determined upon the legislation of the measure in project in one form or another, as indicated by the tone of official expressions. Interest in the bill is paramount here, affecting as it does local commerce, industries, business, manufactures, occupations, corporations, banking, concessions, and forest and mineral products. It has been pending for a matter of three years, but although under constant consideration by the legislative body has been apparently lost sight of by the public. The bill was introduced for public discussion last month, and brought to the floor of the Session Room an array of protestants representing all of the chief interests involved. Owing to want of time, being on the eve of departure for the summer capital in Benguet, and the long list of claimants for a hearing, the Commission set a period for the filing of written protests, to be fully considered in due season. This period elapsed yesterday, and was marked by the submission to the Government of the most considerable objection yet offered, in the form of a voluminous petition against the measure in its present form from a committee composed of the presidents of the five Chambers of Commerce.

Of course it is to be expected that any new form of taxation should arouse vigorous opposition from many quarters. Proposed taxation is very rarely without an accompanying storm of opposition. While in the present case the Government, in the person of its Finance Secretary, has virtually promised that the new taxation shall ultimately supplant the present source of revenue, which is derived almost altogether from the Customs imposts, the classes concerned do not seem to see any early prospect of such substitution, and to regard the outlook as rather for increased taxes. The Government, indeed, has declared that the necessity for increased revenue is clearly apparent, and there is no question that the necessity exists.

There are many sides to such a matter. The Government proposes to pave the way to removing the heavy duties on imported goods, which are mainly the necessities of a civilized existence, and thus reduce the excessive cost of living. To this there is the question of how much the native population, to whom the Government is declaredly dedicated, will benefit from the change. Some hold that the American and foreign communities will be the chief gainers; others that the Filipinos will profit most. It is true, however, that every stitch of clothing (however much that may be), excepting head and foot-wear, that the Filipino wears is imported to the Islands, and, on the other hand, the major portion of American subsistence comes to their tables through the Custom House. Then, the Government proposes to tax luxuries, the productions of capital, financial enterprises, corporations, businesses, manufactures, etc., and to this the objection is raised that capital will be discouraged and labour and commercial development materially suffer in consequence.

One of the terms of the Commerce Chambers' joint petition is that the rates are excessive and that the condition of the country will not stand them. It is probably true that the present administration is the most expensive the Philippines has yet had to support, but I am not with those who believe that stagnated industry and depressed business is the present state of affairs. During nearly six years of American occupation I can only recall two failures of business firms; both were speculative concerns; one endeavoured to corner the local hemp market, and the other to obtain control of the principal businesses by a system of promotion with a view to unloading them on the advent of a post bellum boom. Hitherto business, in the general use of the word, has sustained little or no taxation, and if industry was stagnated by the war it is now living up right along. But without going into the matter the Customs receipts and consular reports show that on the one hand imports have increased since the establishment of American rule, and on the other that there has been no serious falling off of exports. As regards the cost of administration, while there are undoubtedly more bureaus and more officials with higher salaries, the annual appropriations and expenditures clearly show that more revenue is being spent for the people than ever in their history. With new communications being continually opened up in the provinces and the gradual picking up of agriculture the prospect is indeed hopeful and favourable rather than otherwise to standing the new taxation. The petition in question, by the way, has not been made public, but I am informed of its principal terms by one of the committee. It claims that the law as drafted is too similar to that in force in the United States and has not been sufficiently fitted to local conditions. One thing is quite clear, which is that the proposed bill does not affect the producing or labouring class, which make up the bulk of the population. It is easily admitted that the industry of the Islands is agricultural and it has been affirmed by every class that they need most the development of their rich agricultural resources. The bill specifically exempts "persons whose manufactures consist solely in harvesting and getting in proper condition for their own use or for sale the products of their own," and it is plain that it is intended that

the financial concerns, commercial plants, manufacturers and corporations—in other words those who reap the greatest profits from their enterprises—shall render their full share of financial support to the Government. Manifestly, protection of this purpose may have given rise to the assertion from some quarters of a belief that the Government is aiming at some of the larger concerns, which is of course absurd.

The protests are mainly from special interests that will be affected by the bill, such as manufacturers of tobacco, cigars, liquors, beer, matches, etc., and particularly corporations. This last element of opposition claims that the law will give the Government too much inquisitorial power; that is to say, that it will be enabled to probe too much into the workings of the corporations, which it maintains is unjust and improper. This I am not prepared to discuss, except to say that the American popular spirit has always been in favour of liberal daylight on the methods and operations of incorporated concerns of extensive money-making capability—a matter that has caused considerable political agitation in the home country.

There is one apparent oversight in the bill. It is that no provision is made for the taxation, out of bond, of articles of luxury imported to compete with local productions, such as cigarettes and cigars, as is provided in the corresponding law of the United States. This is bound to place local products at a serious disadvantage.

The enormous tax, or peasant class, which is a heavy consumer of cigarettes, will virtually pay the cigarette-tax, since cigarettes for export are exempt, and this, it is thought, will work a hardship on a class which should be most protected. Smoking can scarcely be called a luxury with the native. In a country that is rich in tobacco-production he is an inveterate smoker from childhood, in the literal sense of the word, and it is almost a natural part of his existence. Nevertheless, this will be a slight burden in proportion, inasmuch as with the annual two peso personal tax it will be the only imposition on the working class.

The petition of the allied Chambers of Commerce suggests that the proposed bill in a modified form might be acceptable, but it is not supposed by these best informed that any radical change will be made in it. The Commission has given its assurance that every protest will receive careful consideration and just treatment at its hands, yet it unquestionably regards the opposition as that of each special interest seeking to protect itself. Its result in eventually replacing the import duties will surely be watched with interest by foreign exporters to the Philippines, and the local population will similarly watch the result in prices.

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F. BLACKHEAD & CO., Sole Agents. Hongkong, 25th July, 1903.

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Hongkong, 12th December, 1903.



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Collieries and also Hojo Colliery, which will be
ready to produce on a large scale the best Buzen
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and Matsushima Coals.
The Head and Branch Offices and the Agencies
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Coal sold in 1903 by the Company amounted
to 1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and this well-
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the East is now produced in abundance and
can be supplied in any quantity.
Hongkong, 26th April, 1904.

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THE LEADING MINERAL WATER OF THE EAST
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BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903.

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NOTICES TO CONSIGNEES

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE Chartered H.A.L. Steamship

"THEODOR WILLE,"
Captain Krütsfeldt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before NOON,
To-day, the 11th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 11th May, 1904. [1234]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship

"SACHSEN,"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
To-day, the 12th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Wednesday, the 18th inst., at
2.30 A.M.

All Claims must reach us before the 23rd
inst., or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 12th May, 1904. [5]

NOTICE TO CONSIGNEES.
THE Steamship

"SILVERLIP,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.,
To-day, the 14th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st May, will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Saturday, the 21st May, at 2.30 P.M.

All Claims must reach us before the 24th May,
or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

ARNOLD KARBURG & CO.,
Agents.

Hongkong, 14th May, 1904. [1255]

STEAMSHIP "AUSTRALIEN."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss.
Dordogne and Sinai, from Harre ex ss.
Sini, from Bordeaux ex ss. Ville de Marseille
and Ville de Lorient, in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., LD., at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, To-day, 16th inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
Monday, the 23rd May, at NOON, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 23rd May, or they will not be recognised.
All damaged packages will be examined on
Monday, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 16th May, 1904. [2]

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"CALCHAS,"
are hereby notified that the Cargo is being
discharged into Cratt, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., LD., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Cratt or Godown
on and after the 18th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 23rd inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 23rd inst., will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
25th inst., or they will not be recognised.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1904. [10-11]

SHIPPING.

ARRIVALS.	
May 16, INDRAPURA, British str., 3,153, J. T. Home, Portland 8th April and Moji 10th May, General—PORTLAND AND ASIATIC STEAMSHIP CO.	
May 16, PETERARCH, German str., 1,232, Ch. Altrous, Nowehwang and Chiofo 8th May, Reims and General—CHINESE.	
May 16, PHRA NANG, German str., 1,021, T. v. Monpelsdorf, Bangkok 10th May, Rice—BUTTERFIELD & SWIRE.	
May 16, SANDA, British str., 1,469, Ramsey, Cardiff 25th March, Coal—ORDER.	
May 16, TIENSHIN, British str., 3,590, C. D. Goldsmith, R.N.S., Bombay and Singapore 11th May, Cotton and Twist—P. & O. S. N. Co.	
May 17, WOSUNG, British str., 1,109, Dawson, Shanghai 13th May, General—BUTTERFIELD & SWIRE.	
May 17, CARL MENZEL, German str., from Canton.	
May 17, CHINA, German str., 1,150, Kruebbe, Saigon 15th May, Rice—EAST ASIATIC TRADING CO.	
May 17, CHING, Chinese str., from Canton.	
May 17, FOYIK, British str., 2,630, T. A. Page, Moji 10th May, Coal and General—M. B. KAISHA.	
May 17, HEATHFORD, British str., 2,400, Coward, Moji 10th May, Coal—BRADLEY & CO.	
May 17, KEONGWAI, German str., 1,115, W. Miller, Bangkok 10th May, Rice and Teakwood—BUTTERFIELD & SWIRE.	
May 17, LARBER, British str., 1,341, Jas. B. Jackson, Saigon 13th May, Rice and General—CHINESE.	
May 17, MACON, British str., 3,451, C. A. Adams, Cardiff 17th April, Coal—ORDER.	
May 17, PACIFIC, British str., from Canton.	
May 17, TYR, Norwegian str., from Canton.	

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.	
17th May.	
Catcha, British str., for Nansai.	
Healthburn, British str., for Moji.	
J. B. Leeds, British str., for Manila.	
Paknam, German str., for Bangkok.	
Singam, British str., for Ningo.	
Triton, German str., for Swatow.	

DEPARTURES.

17th May.	
ACHILLES, British str., for Liverpool.	
ADANA, British str., for Yokohama.	
AUSTRALIAN, British str., for Yokohama.	
AUSTRALIAN, French str., for Shanghai.	
CHANGSHA, British str., for Yokohama.	
HINSA, British str., for Hongkong.	
KAMFOT, French str., for Nowehwang.	
KWANGKE, Chinese str., for Canton.	
MAROA, British str., for Sasebo.	
POLYNESIA, French str., for Europe.	
SUISAND, British str., for Calcutta.	
THEODOR WILHELM, German str., for Yokohama.	
TYR, Norwegian str., for Hongkong.	
WAMPOA, British str., for Shanghai.	
WOSUNG, British str., for Canton.	
WUCHANG, British str., for Hilo.	
YUNSHANG, British str., for Manila.	

VESSELS IN DOCK.

17th May.	
AREHDEEN DOCKS.—	
KWANGKE DOCKS.—Adams, Apenrade, U.S.S. Monterey, H.M.S. Fano, Tak Hing, Fushan.	
EMERALD DOCK.—H.M.S. Whiting, H.M.S. Sparrowhawk.	

VESSELS PASSED ANTER.

April 23, Dutch str., Solo, March 14, from Rotterdam for Batavia.	
April 30, British str., Islander, Wright, April 28, from Singapore for Christmas Island.	
May 1, British str., VDPK.	
May 1, British str., SRDY.	
May 1, British ship, Jokuna, Macivor, Dec. 28, from New York for Hongkong.	
May 2, British str., Lanchester, Jarvis, March 16, from Kobe for New York.	
May 2, Norw. bge., Dier, Johannesen, April 11, from Surabaya for Penang.	
May 3, British str., St. Bede, from Kobe.	
May 4, British bge., Wosung, Davies, April 7, from Singapore for Auckland.	
May 4, Norw. bge., Meran, Rasmussen, March 10, from Delagoa Bay for Anjer.	

VESSELS ON THE BERTH

M. S. DOLLAR STEAMSHIP COMPANY.	
FOR SAN FRANCISCO.	
THE Company's Steamship	
"M. S. DOLLAR."	
Captain A. Gow, will be despatched as above on FRIDAY, the 20th instant.	
For Freight, apply to	
ARNHOLD, KARBURG & CO., Agents.	
Hongkong, 16th May, 1904.	[1254]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.	
FOR SYDNEY AND MELBOURNE.	
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)	

THE Steamship

"EASTERN."	
Captain Ellis, will be despatched for the above ports on SATURDAY, the 4th June, at Noon.	
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.	
This Steamer is installed throughout with the Electric Light.	
A Stewardess and a daily qualified Surgeon are carried.	
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.	
For Freight or Passage, apply to	
GIBB, LIVINGSTON & CO., Agents.	
Hongkong, 17th May, 1904.	[1268]

HONGKONG-CANTON LINE.

THE British steamship	
"YING KING."	
Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.	
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.	
1st Class ... \$5.00 for Single journey	
2nd ... 3.50	
Meals ... 1.00 each.	
The steamer's wharf is at the Western end of Wing Lok Street.	
YUK ON S. CO., LTD.	
No. 216, Wing Lok Street.	
Hongkong, 27th February, 1904.	[175]

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DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst., at Noon.
LONDON & ANTWERP	ALGIMOUS	Brit. str.	H.G.H. Lowell	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	MANILA	Brit. str.	H.G.H. Lowell	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	Webster	BUTTERFIELD & SWIRE	7th June
MARSEILLES, LONDON & ANTWERP	BERMORR	Brit. str.	Webster	GIBB, LIVINGSTON & CO.	About 11th June.
BREMEN, via PORTS OF CALL	BATERN	Ger. str.	Formes	MELCHERS & CO.	21st inst.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	25th inst., at Noon.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	31st inst.
TRIESTE, &c. via SINGAPORE, &c.	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	14th June.
GENOA, MARSEILLES & LIVERPOOL	M. BACQUEHEM	Aut. str.	Rassovich	SANDER, WIELER & CO.	28th June.
NEW YORK, via SUEZ CANAL	ACHILLES	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	20th inst., P.M.
SAN FRANCISCO	KAS 1894	Brit. str.	A. Gow	SHEWAN, TOMES & CO.	To-day.
VANCOUVER, via SHANGHAI, &c.	SANUMA	Brit. str.	A. Gow	DODWELL & CO., LD.	About 3rd June.
VICTORIA (B.C.) & TACOMA via JAPAN	TARTAR	Brit. str.	W. M. Smith	CANADIAN PACIFIC R. CO.	21st inst.
PORTLAND, OREGON	ARAGONIA	Brit. str.	Schmidt	CANADIAN PACIFIC R. CO.	1st June.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Ellis	PORTLAND & ASIATIC CO.	21st inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	CEYLON	Brit. str.	C. F. Lockstone	BUTTERFIELD & SWIRE	14th June.
MOJI & SALINA CRUZ (MEXICO).	LOTHIAN	Brit. str.	C. D. Goldsmith	GIBB, LIVINGSTON & CO.	About 20th inst.
KOBÉ	TIENSHIN	Brit. str.	C. D. Goldsmith	P. & O. S. N. Co.	21st inst., at 4 P.M.
SHANGHAI	TIENSHIN	Brit. str.	C. D. Goldsmith	P. & O. S. N. Co.	To-day, at 5 P.M.
SHANGHAI, CHINKIANG & WUHE	COROMANDEL	Brit. str.	C. R. Longden	BUTTERFIELD & SWIRE	About 20th inst.
SHANGHAI, YOKOHAMA & KOBÉ	KOROMANDEL	Brit. str.	C. R. Longden	SIEMSEN & CO.	21st inst., at 3 P.M.
POOCHOW, via SWATOW & AMOY	VINDOBONA	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	23rd inst., 10 A.M.
TAMSI, via SWATOW & AMOY	FRITHIOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	22nd inst., 10 A.M.
ANPING, via SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	22nd inst., 10 A.M.
SWATOW, AMOY & POOCHOW	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	1st June, 10 A.M.
SWATOW, CHEFOO & TIENSHIN	KANSU	Brit. str.	Medgins	DOUGLAS LAFRAIK & CO.	20th inst., 11 A.M.
MANILA	KANFONG	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	To-day.
MANILA, ZEBU & ILOILO	ZAFIRO	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	20th inst., at 4 P.M.
MANILA DIRECT	RUBL	Brit. str.	T. W. Garlick	SHEWAN, TOMES & CO.	28th inst., at 4 P.M.
MANILA	TEEMONT	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 8th June.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"MARQUIS BACQUEHEM."

Captain Raskevich, will be despatched as above on FRIDAY, the 20th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Building.

Hongkong, 2nd May, 1904.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI AND SALINA CRUZ (MEXICO).

THE Steamship

"LOTHIAN."

will be despatched for the above ports on SATURDAY, the 21st inst., at 4 P.M.

For Freight, apply at Company's Office, No. 20, Des Voeux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 10th May, 1904.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEONG ON STEAMBOAT CO., LD., No. 147, Cross Street Road Central.

Hongkong, 15th March, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$5. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commemorative Steamer

"PAUL BEAU."

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN."

Captain Merlie, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... \$0.80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to

J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central.

Hongkong, 23rd March, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila, Cebu & Iloilo.	Fri., 20th May, 4 P.M.
RUBL	2540	R. W. Almond	Manila direct.	Sat., 28th May, 10 A.M.
PERLA	1880	A. H. Nottley		

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 16th May, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSI, via SWATOW and AMOY	"FRITHIOF"	SUNDAY, 22nd May, at 10 A.M.
FOOCHOW, via SWATOW and AMOY	"TRIUMPH"	WEDNESDAY, 25th May, at 10 A.M.
TAMSI, via SWATOW and AMOY	"M. STRUVE"	SUNDAY, 29th May, at 10 A.M.
ANPING, via SWATOW and AMOY	"TRITON"	WEDNESDAY, 1st June, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 18th May, 1904.

T. ARIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
KOBÉ	TIENSHIN { C. D. Goldsmith, R.N.R. }	5 P.M., 18th May	Freight only.
YOKOHAMA, via SHANGHAI, MOJI and KOBÉ (Passing through the Inland Sea)	CEYLON { C.F. Lockstone, R.N.R. }	About 20th May	Freight and Passage.
SHANGHAI	COROMANDEL { C. R. Longden }	About 20th May	Freight and Passage.
LONDON, &c.	CHUSAN { W. B. Palmer, R.N.R. }	Noon, 21st May	See Special Advertisement.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	MANILA { H.G.H. Lowell, R.N.R. }	About 25th May	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 18th May, 1904.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
STRASSBURG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 31st May. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 14th June. Freight.
NURNBERG	HAVRE and HAMBURG (Calling at Singapore and Ponnang)	On 14th June. Freight.
Capt. Jaburg	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 25th June. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSHEN KAISHA. REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSI, via SWATOW and AMOY	"FRITHIOF"	SUNDAY, 22nd May, at 10 A.M.
FOOCHOW, via SWATOW and AMOY	"TRIUMPH"	WEDNESDAY, 25th May, at 10 A.M.
TAMSI, via SWATOW and AMOY	"M. STRUVE"	SUNDAY, 29th May, at 10 A.M.
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For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 18th May, 1904.

T. ARIMA, Manager

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila, Cebu & Iloilo.	Fri., 20th May, 4 P.M.
RUBL	2540	R. W. Almond	Manila direct.	Sat., 28th May, 10 A.M.
PERLA	1880	A. H. Nottley		

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 16th May, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEARNS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	STEAMERS.	SAILING DATES.
BAYERN	...	WEDNESDAY ... 25th May
OLDENBURG	...	SATURDAY ... 4th June
SACHSEN	...	WEDNESDAY ... 8th June
ZIETEN	...	WEDNESDAY ... 22nd June
SEYDLITZ	...	WEDNESDAY ... 6th July
BOON	...	WEDNESDAY ... 20th July
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 3rd August
PRINZ HEINRICH	...	WEDNESDAY ... 17th August
GNEISENAU	...	WEDNESDAY ... 31st August
BAYERN	...	WEDNESDAY ... 14th September
SACHSEN	...	WEDNESDAY ... 28th September
ZIETEN	...	WEDNESDAY ... 12th October
PRINZESS ALICE	...	WEDNESDAY ... 26th October
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 9th November
PREUSSEN	...	WEDNESDAY ... 23rd November
PRINZ EITEL FRIEDRICH	...	WEDNESDAY ... 7th December
PRINZ HEINRICH	...	WEDNESDAY ... 21st December
		4th January 1905

ON WEDNESDAY, the 25th day of MAY, 1904, at Noon, the Steamship "BAYERN," Captain H. Formes, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 28th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA OF JAPAN, MOJI, KOBÉ and YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	To SAIL ON
"ARAGONIA"	5,198	Schmidt	June 14th, 1904.
"NUMANTIA"	4,379	Wagner	July 14th, 1904.
"NICOMEDIA"	4,379	Bahle	August 14th, 1904.
"ARABIA"	4,483	Bahle	September 14th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 3rd May, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.

S.S. TREMONT	9,606 tons.	T. W. Garlick	About 8th June.
S.S. SHAWMUT	9,606 tons.	W. M. Smith	About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SH

Standard Oil Co.
LYNDHURST, British 4-m. barque, "Parnell— or Daily Press Office
Standard Oil Co. Hongkong, 31st January, 1906

States Extradition Treaty, 1886;
Britain (Alliance) 1902.

Great 31

2 救地本 Pun Ti Po Lo—Pineapple...q

" 6. [100-1] HONGKONG.

